

THE CELEBRATED  
BLATZ  
MILWAUKEE  
BEER.  
In casks of 10 dozen  
Pints, \$28.00  
SOLE AGENTS:  
H. PRICE & CO.,  
12, QUEEN'S ROAD.

# Hongkong Daily Press.

ESTABLISHED 1857

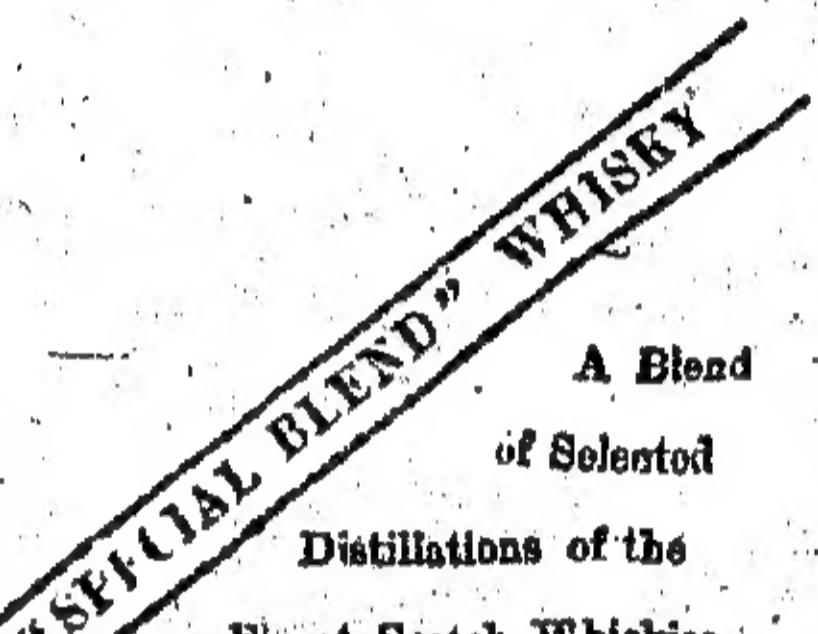
THE  
KING OF SCOTCH  
WHISKIES  
KING EDWARD VII.  
Liquor Gold Label  
\$21.00 Per Dozen.  
KING EDWARD VII.  
Special White Label  
\$15.50 Per Dozen.  
SOLE AGENTS:  
H. PRICE & CO.,  
12, QUEEN'S ROAD.

NO. 14,744 第四十四 七千四萬第一 日及初月六年臺十三緒光 HONGKONG, TUESDAY, JULY 11TH, 1905. 式界福 號管十月七年五零百九十一英港香 PRICE, \$3 PER MONTH.

  
**E BLEND**  
VERY OLD LIQUEUR  
SCOTCH  
WHISKY.

**A. S. WATSON & CO., LIMITED.**  
WINE AND SPIRIT MERCHANTS,  
ALEXANDRA BUILDINGS.  
[1332]

**CUTLER, PALMER & CO.'S**

  
A Blend  
of Selected  
Distillations of the  
Finest Scotch Whiskies.  
\$10.50 Per Case.

Apply to  
**SIEMSSSEN & CO., Hongkong.** [165]

**GREEN ISLAND CEMENT COMPANY**

**PORLTAND CEMENT.**  
\$4.50 per sack 375 lbs. net ex Factory.  
\$2.70 per bag 250 lbs. net-ex Factory.  
**SHEWAN, TOMES & CO., General Managers.**  
Hongkong, 1st March, 1905. [1412]

**A. LING & CO., FURNITURE STORE,**  
PLATED GLASS AND CROCKERY  
WARE, &c., &c.; and POOCHOW  
LAQUERED WARE  
69, QUEEN'S ROAD CENTRAL.  
Hongkong, 21st September, 1903. [222]

COLD STORAGE.

**THE HONGKONG ICE COMPANY, LTD.**  
have now 40,000 Cubic feet of Cold  
Storage available at EAST POINT. Stores will  
be Open at 10 A.M. and 4 P.M. daily, Sunday,  
excepted to receive and deliver perishable goods.  
Wm. PARLANE, Manager.  
Hongkong, 18th November, 1901. [155]

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GRANITE AND MARBLE MERCHANTS,  
EXPORTERS AND CONTRACTORS.  
Sole Agents of  
**QUAN TAI & CO.**, Lime Manufacturers.  
All descriptions of  
GRANITE AND MARBLE FOR EXPORT.  
Dealers in  
GRANITE AND MARBLE MONUMENT  
Prices & Estimates on Application.  
No. 1, QUEEN'S ROAD EAST.  
Hongkong, 17th January, 1905. [101]

**SIE NTING.**  
SURGEON DENTIST,  
No. 10, DAGULAG STREET  
TEETH VERY MODERATE.  
Consultation Free.  
Hongkong, 21st March, 1905.

**DAVID GORSAL & SON'S MERCHANT NAVY**  
NAVY BOILED LONG FLAX CANVAS  
RELIANCE CROWN TARPAULIN ARNHOLD, KABBERG & CO.  
Sole Agents.

**THE AMERICAN SYSTEM OF DENTISTRY**  
Dr. M. H. CHAUN,  
37, DES VŒUX ROAD CENTRAL, HONGKONG  
From the University of Pennsylvania, U.S.A.  
Hongkong, 3rd June, 1904. [611]

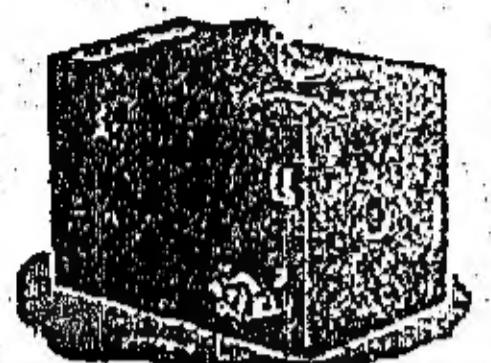
**AUTOMATIC MAUSER PISTOLS.**

CALIBRE 7.63 mm.  
With CHAMBER for 10 CARTRIDGES  
FIRING 10 SHOTS in 2 SECONDS.  
SIEMSSSEN & CO.  
Hongkong, 3rd October, 1900. [52]

**CARTRIDGES.**  
IMPORTED EVERY MONTH THEREFORE ALWAYS FRESH.

ELLY'S, SCHULTEZ'S, AMBERLITE  
and KYNOCK'S SPORTING  
CARTRIDGES 8, 10, 12, 15, and 20 BORE,  
and NEWCASTLE CHILLED SHOT in all Sizes, Nos. 10 to SSSG. AIR GUNS and AMMUNITION in Variety.  
WM. SCHMIDT & CO.  
Hongkong, 23rd November, 1902. [100]

**PHOTO SUPPLIES**  
DEVELOPING AND PRINTING  
UNDERTAKEN.



UP-TO-DATE DARK ROOM  
FITTED WITH ELECTRIC LIGHT AND FAN

AT THE DISPOSAL OF AMATEURS

**LONG, HING & CO., PHOTO GOODS STORE,**  
17, QUEEN'S ROAD CENTRAL.

Premises formerly occupied by Mr. F. BLUNCK, Silk Lace Manufacturer,  
NEXT DOOR to our Former Address.

Hongkong, 15th August, 1904. [139]

**DR. MORSE'S INDIAN ROOT PILLS**  
CURE INDIGESTION AND ALL STOMACH AND BOWEL TROUBLES.

SHERRELLS FORD, N.C.  
July 3, 1903.

**W. H. COMSTOCK CO.**  
Gentlemen: I have used Dr. MORSE'S INDIAN ROOT PILLS for a case of dyspepsia and indigestion of long standing, and about three-fourths of a box completely cured the trouble, after several other popular remedies failed. I consider them worth their weight in gold.

Very truly,  
D. E. WILSON.

**WATKINS, LIMITED, CHEMISTS AND DRUGGISTS,**  
AND  
AERATED WATER MANUFACTURERS.  
(Crown Brand.)  
APOTHECARIES HALL, HONGKONG. [138]

**SUMMER DRINKS.**

**HOCKS, WHITE WINES**  
AND  
**SAUMUR WINES**  
MIX EXCELLENTLY WITH AQUARIUS WATER.

**CALDBECK, MACGREGOR & CO., WINE & SPIRIT MERCHANTS,**  
15, QUEEN'S ROAD CENTRAL.  
Hongkong, 4th July, 1905. [137]

**CUTLER, PALMER & CO.**

**WINE & SPIRIT MERCHANTS,**  
OF  
LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

	Por Case.
BRANDY ***	\$22.50.
" ***	20.00
" **	16.75
WHISKY, PAUL MALL	20.00
" JOHN WALKER	12.50
" C. P. & CO.'S SPECIAL BLEND	10.50
PORT WINE, INVALIDS	20.00
" DOURO	13.75
SHERRY, AMOROSO	20.00
" LA TORRE	16.00
BENEDICTINE, D.O.M.	40.50

THE ABOVE EXCLUSIVELY SHIPPED TO  
**SIEMSSSEN & CO.**  
HONGKONG AGENTS. [134]

**LAHMEYER ELECTRICAL CO. LTD.**  
AND  
ELECTRIZITAETS ACTIEN GESELLSCHAFT V.O.M.  
W. LAHMEYER & CO., FRANKFURT A/M.

FOR ESTIMATES OF ELECTRICAL INSTALLATIONS OF ANY DESCRIPTION  
Apply to  
**SIEMSSSEN & CO., SOLE AGENTS FOR CHINA.** [154]

**CHUN SENG.**  
No. 39, QUEEN'S ROAD, HONGKONG. LATE OF 51, MAIN STREET, YOKOHAMA.  
DRAPER & TAILOR, GENTS' FURNISHING GOODS, & GENERAL OUTFITTER.  
ALL NEW GOODS IN STOCK.

A Trial Solicited. Fit and Satisfaction Guaranteed. Inspection Invited.  
Hongkong, 27th May, 1905. [1299]

**W. BREWER & CO.**  
23 and 25, QUEEN'S ROAD.

Year Book of Photography	\$0.90	FAULLESS TENNIS BALLS.
Brewsey's Naval Annual, 1905	13.00	WIGARD GOLF BALLS.
Russia in Revolution, by Paris	4.70	FOOT-BALLS.
In Old New York	0.80	LAWN BOWLS.
Polo Past and Present, by Dale	10.50	HOCKEY BALLS.
Later Peeps into Parliament, by H. W. Lucy	6.50	PUNCHING BAGS.
Pontifex Book on Bridge	4.50	CROQUET.
Academy Pictures Parts 1, 2, 3, at 0.90 each	0.90	BADMINTON.
Gorkley's Outcasts and Thieves of them	0.90	NEW STOCK OF PASTELS BY CHRISTY.
The Danger Line, by Lawrence Lynch	1.75	NEW VIEW BOOK OF HONGKONG—24 VIEWS
Seth of the Cross, by Courlander	1.75	1.00
The Conscience of a King, by Gunter	1.75	POST CARDS—HONGKONG, CANTON & MACAO.
Smoking Flax, by Hooker	1.75	A VERY LARGE STOCK OF FILES, IN GREAT VARIETY.
Wahnam and Sothern's Marine Engineering	2.70	[135]
Sothen's Verbal Notes and Sketches	4.50	
The Russian Navy in the Russo-Japanese War, by Captain Kido	1.75	
Doctor Silas, by Barland	1.75	
A Book of Bridge, by Pontifex	4.50	

**A. TACK & CO.**

26, DES VŒUX ROAD CENTRAL, HONGKONG.

**FURNITURE, CROCKERY, GLASS & PLATED WARE.**

JUST RECEIVED a large and select assortment of PHOTOGRAPHIC GOODS, consisting of Eastman's Kodaks and Films, Ilford Plates and Paper, Johnson's Chemicals, and cheap Magazine Cameras. Prices considerably reduced. [46]

**LANE, CRAWFORD & CO.**

PIANO DEPARTMENT.

ESTABLISHED 55 YEARS.

LANE, CRAWFORD & CO., in order to meet an increasing demand for a REALLY GOOD-and RELIABLE PIANO English manufacture at a MODERATE PRICE, have entered into a contract with a leading Maker to supply them with such an Instrument. THE PIANO HAS BEEN SPECIALLY MADE TO WITHSTAND THIS CLIMATE and according to LANE, CRAWFORD & CO.'s design and suggestions, it has the appearance and tone of an instrument worth double its value; has extended full metal frame, tri-fold, best check action; all felts, cloths &c., are riveted and sewn and also "poisoned" against insects.

First shipment has now arrived in Ebonized, Mahogany, Dark Oak and Fumed Oak cases.

PRICES \$390 \$425 \$450

**LANE, CRAWFORD & CO.**

Hongkong, 19th June, 1905. [136]

**PEERLESS SCOTS WHISKIES**

HAIG & HAIG, LTD., DISTILLERS SINCE 1679.	13.0
3 STAR, SPECIAL—The finest of all "Pepp" WHISKIES at	12.0
STAR LIQUEUR—Exquisite, best in the World for Club or Private use at	12.0
Stop drinking rank, Smoky Stuff, because "it comes through the Soda."	
TRY HAIG & HAIG'S WHISKIES—pure, mellow, matured, non-smoky, delicate flavor.	
Open tried, preferred to all others. Sole Agents for Hongkong.	
1298	
F. BLACKHEAD & CO.	

**JAPAN COALS.**

**MITSUI BUSSAN KAISHA (MITSUI & CO.)**

HEAD OFFICE—1, SUZUKA-CHO, TOKYO.  
LONDON BRANCH—34, LIMB STREET, E.C.  
HONGKONG BRANCH—PRINCE'S BUILDINGS, ICE HOUSE STREET

OTHER BRANCHES  
New York, San Francisco, Hamburg, Bombay, Singapore, Suez, Madras, Amoy, Shantung, Chefoo, Tientsin, Newchwang, Port Arthur, Sool, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Kure, Shimonesaki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchino, Sasebo, Maldara Milie, Hakodate, Tripoli, &c.

Telegraphic Address "MITSUI" (A.B.C. and A.C.C.)  
CONTRACTORS OF COAL to the Imperial Japanese Navy and Arsenals and the State Railways; Principal Railway Companies and Industrial Works; Homes and Foreign Mail and Freight Services.

SOLE PROPRIETORS of the Famous Milie, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Hokoku, Hondo, Kamada, Fujinada, Mameda, Manoura, Onoura, Osen, Sasaburi, Tsuchikura, Yoshin-Tani, Yoshio, Yukihara, and other Coals.

MINAMI, Manager, Hongkong.

1347

"BOA VISTA"  
(HOTEL-SANITARIUM OF SOUTH CHINA)  
MACAO

HAS been re-opened under European management and most strict supervision as to food, cleanliness, and hygiene of the place.

All comfort of a home.

A most pleasant retreat for those desirous of a few days rest and quiet.

Comfortable accommodation for travellers paying a visit to the historical and picturesque colony of Macao.

Macao is 40 miles south-west of Hongkong by steamer (s.s. "Hungham") daily to and from Hongkong, and two steamers to and from Canton, give easy communication with both these centres.

Cable Address—"BOAVISTA".

For Terms, apply THE MANAGER.

1341

NOTICE

GEO. FENWICK & CO., LTD.

ENGINEERS AND SHIPBUILDERS

## INTIMATION

A. S. WATSON & CO.,  
LIMITED

ESTABLISHED A.D. 1841.

CHEMISTS, DRUGGISTS,  
PERFUMERS, &c.WATSON'S  
PRICKLY HEAT  
LOTIONA RELIABLE AND EFFICACIOUS  
REMEDY.

Immediately relieves the irritation.

WATSON'S  
HOUSEHOLD  
AMMONIAFOR THE BATH, TOILET AND  
HOUSEHOLD.Promotes a healthy action of the skin, counter-  
acts all effects of perspiration, and is as  
refreshing and invigorating to the system  
as a Turkish Bath.WATSON'S  
CARBOLIC  
SOAPRECOMMENDED BY THE MEDICAL  
PROFESSION.A. S. WATSON & CO.  
LIMITEDCHEMISTS BY APPOINTMENT TO  
HIS EXCELLENCY THE  
GOVERNOR.THE HONGKONG DISPENSARY,  
ALEXANDRA BUILDINGS.

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NOTICE TO CORRESPONDENTS  
Only communications relating to the news column  
should be addressed to Tim Editor.  
Correspondents must forward their names and ad-  
dresses with communications addressed to the Editor,  
and for publication, but as evidence of good faith  
All letters for publication should be written on  
one side of the paper only.An anonymously signed communication has now  
already appeared in other papers will be inserted.  
Orders for extra copies of Daily Press should be  
sent before 11 a.m. on day of publication. After that  
time the supply is limited. Only supplied for Cash.  
Telegraphic Address: Press, Codes A.R.C. 5th Rd.  
P.O. Box: 85. Telephone No. 12HONGKONG OFFICE: 14, DESVIEUX ROAD  
LONDON OFFICE: 131, FLEET STREET, E.C.BIRTH.  
On 2nd July, the wife of J. R. HARDING, Jr.,  
perish Maritime Customs of a son.

MARRIAGES.

On 20th June, at Shanghai, JAMES MOORE to  
MARY EVERELL.On 1st July, at Shanghai, WILLIAM LEONARD  
THOMAS to MARY JANE GORDON.On 1st July, at Shanghai, WALTER ERNEST  
WOLSTENHOLME to GEORGINA BOONE.On 6th July, at Shanghai, GEORGE MICHAEL  
BILLINGS, R.A., to NELLIE ROSE SCOTT, only  
daughter of Captain J. A. Scott of the R.R. Staff.On 6th July, at Enschede, Holland (by Proxy),  
JAN HAMMING, of Shanghai, to CHRISTINE  
HAYEKATE, of Enschede.

DEATH.

On 3rd July, at Mokshan, DORIS, infant  
daughter of FRANK and CARINE TH. RAWLINSON.

The Daily Press.

HONGKONG, JULY 11TH, 1905.

It is by no means easy to follow the  
momentary trend of affairs in Europe; but  
there seems no reason to doubt that on the  
whole it is more peaceful than we should  
have been disposed to view it but a few  
weeks ago. A good deal of this improved  
tendency is, no doubt, to be attributed to  
the cautious behaviour of France with  
regard to German action in Morocco, but a  
good deal still is due to a clearer under-  
standing of the exact position of affairs  
generally. England itself not very long  
ago, it may be remembered, was not alto-  
gether at one with France on the subject of  
Morocco, and it was only after a very full  
and confidential discussion on the policy  
being pursued by the latter that England  
was able to announce her satisfaction and  
her willingness to support the policy of her  
ally. It may be that Germany fancied that  
she had more grounds for her distrust than  
afterwards turned out to be the case; and  
in this case the willingness of France  
to enter into a calm discussion has  
possibly opened the way to a better  
understanding all round. One other

subject which has certainly had its effect in conducting to the present situation is also well worthy of note; and that is the attitude taken up by Japan since her recent naval victory. Both Russia and Germany have been assiduously seeking to misrepresent Japan. The KAISER in his early days painted his celebrated picture of the Yellow Terror threatening the Cross of Europe. It is difficult to eradicate early impressions, and both countries certainly anticipated that the first use made by Japan of her victory would be to proclaim from the housetops her superior prowess over the nations of the older culture. Japan has not shown the slightest external indication of any desire towards undue self-aggrandizement. On the contrary her self-restraint has been as marked as it has been wise, and the result has been shown in the manner, dignified yet sympathetic, in which she received President ROOSEVELT's suggestions of peace. Japan really has no desire for war; it was forced upon her against her will, as the only way left of escaping national extinction. She has shown that she has no fear of it; and now that she has come out more successful than she could have expected, she is also ready to show that she is perfectly willing to lay down arms, under the sole proviso that the peace shall be permanent. Even Continental Europe, with all its prejudices, has had to acknowledge this, and this change of sentiment has undoubtedly largely contributed to the improved feeling in Europe generally.

Still there are deep-seated causes which may interrupt the seeming harmony. France has apparently yielded under conditions to the KAISER's desire for a conference, and naturally the United States and Austria are quite willing to assist in a discussion which, acknowledging their position, would yet entail no responsibility on either. England, however, here stands in a very different position. Actually, she has larger interests in and about the Straits of Gibraltar than any of the other Powers; and in consequence, she definitely declined to take part in discussions which might place her in a wrong position as regarded her neighbours. It is quite true that she as ardently as the others would hail an understanding which would bring Morocco under civilising influences; and if the Conference were to be confined to the discussion of this, and topics immediately thence arising, she would certainly be found a consenting party. But an International Conference is one of those dangerous machines which if once called into action is difficult to control, and is apt to diverge into paths far removed from its original intention. Germany tells us now that the idea of the Conference was not of her raising, but proceeded from the SULTAN of Morocco, and that "therefore" she could not name its limits. As Germany has at least made herself responsible for its public appearance, this seems rather trifling, so that the difficulty of the situation can scarcely be looked upon as closed.

In like manner, however correct may have been the conduct of Japan, the Eastern difficulty is still very much to the front. With the exception that she will demand the retirement of Russia, and an indemnity for the cost of the war, Japan has carefully avoided making any commitments. She has shown her sincerity by naming her FOREIGN MINISTER as Plenipotentiary, and declaring her readiness to send him to Washington by the very first steamer. Russia likewise has shown her readiness to enter into peace negotiations, and has appointed in Count MOUAVIEFF one of the most distinguished of her statesmen. She also has wisely refrained from compromising herself by prior statements of her intentions. Each champion is armed with full powers from his Government to enter on the diplomatic contest; and so far there is nothing seemingly to stand in the way, and we may expect in a few days, or weeks, to see the lists thrown open. Here, however, the equality of conditions ends. There is no doubt of the complete inability of the Japanese Government to enforce on the country the stipulations of any treaty arrived at. If there be one thing above the other made apparent by the war, it is the complete unity of purpose between government and country, which has made success not only possible, but almost inevitable. On the other hand in Russia the progress of events during the last twelve months has shown the complete divergence, not only between the nation at large and its government, but the hopeless incapacity of the several departments of state to unite in any common policy. This divergence is fundamental, not accidental, and shows itself equally in the Palace, in the Army, the Navy, and the Civil Government. The

government of Russia is theoretically an autocracy, but autocracy has its limits, beyond which autocracy is impossible, and Russia in her recent expansion has already exceeded those limits. This is well shown in recent history: the capture of Kholkud by General KAUFFMANN was in actual contempt of the direct orders of the Tsar; and it was the starting point for still further advances eastwards. The massacre at Vladivostok was never inspired from St. Petersburg, and the appointment by the Tsar of Admiral ALEXEVEV to the practical Satrapy of the Far East was of itself a sufficient acknowledgement that autocracy had failed. Russia has made, in fact, the inevitable step from autocracy to satrapy. Admiral ROZDROZHENSKY, sent to the East by the Tsar's personal order to retrieve the military honour of Russia, declined to discuss even with his Imperial Master his plans, and seriously compromised the alliance with France. His subordinates adopted similar methods in dealing with him, and the result was the battle of Tschima. Nor is autocracy less of a failure at home. The Tsar gives his word of honour to the workmen presenting a petition, but he has spoken without his host, and his officers promptly imprisoned the very men whose safety had been guaranteed. The Black Sea fleet is in open mutiny. The Army seems ready to follow, and only the Cosacks are to be depended on, and they are at feud with the rest of the nation. Russia, in fact, as we stated a short time ago, is not in a position to make peace.

It is certain that Japan will demand an indemnity as some compensation for the cost of the war; but Russia has no money, and, what is worse, no credit. Of late she has been dependent on the generosity of her neighbours, France and Germany, but that is already almost exhausted. Will she give a territorial guarantee? Other nations will look on with jealousy, or altogether forbid it. Russia is already pledged. Count MOUAVIEFF may agree to move out of Manchuria, but will the generals in command after the precedent of Kholkud obey the stipulation? Count MOUAVIEFF—the Tsar himself, may agree to surrender Vladivostok; but General LINIEVITCH may conceive that he understands better the position. So with every possible stipulation. Each department in the administration holds itself independent of the others: the Home Office looks askance on the Admiralty; both on the Foreign Office. Why should they submit to the dictates of the other? The Tsar has long been a negligible quantity with all; yet he is the only possible bond of union between them.

These facts are well known, yet it has been the prietice to ignore them; but unfortunately they will crop up at the most inconvenient moment. They must, however, come to the front in the discussions at Washington; and that however calamitous may be the present European political landscape, there is a small cloud on the Eastern horizon which may yet baffle the best laid schemes of the peacemakers.

A World Federation of Chinese Students is being organised at Shanghai.

A reference in the N.C. Daily News seems to indicate that the report of the wreck of Baron Kriegelstein's despatch boat *Cecile* off Siboga was without foundation.

On Mr. Rockhill's representations, the Chinese Emperor has ordered that all matters connected with Chinese Exclusion are to be left to the Government, and the people are not to interfere with them in any way.

It appears that a shareholder referred to the directors of S. C. Farnham & Co. as puppets of Mr. Twentyman. When the news reached Tientsin, it appeared that the directors were "Twentyman's puppies."

The N.C. Daily News had the following note on July 4th—“Although he had been so short a time in Shanghai, Mr. A. G. Ward, the organist of Holy Trinity Cathedral, has already made many friends here, who have learnt with the greatest concern of the serious attack of typhoid fever which is keeping him in the Nursing Home.” Mr. Ward died four days afterwards.

The Russian garrison in Sibahien, just disposed of by the Japanese, according to *Daily Press* telegram, consisted of some six battalions at Korsakov and ten battalions at Alexandrovsk, in addition to a number of Volunteer troops at other points. It is stated that mines were laid along those portions of the coast where the landing of troops is practicable.

The magnitude of the damage occasioned by the recent storm in Formosa has now become known. A Taipeh despatch says that investigations made on the 23rd instant show that 3,643 dwellings were completely and 3,552 partially ruined, while 2,739 were flooded and sixteen washed away. Ten ships were sunk, 117 boats were wrecked and 14 were driven from their moorings. In addition, twelve lives were lost and thirteen persons are missing.

The week's plague return (to 8th July) records 21 cases and 21 deaths. To moon yesterday there had been four more, all fatal. The total is 238 cases with 214 fatalities.

The tug *Robert K.* reached Manila on the 8th instant, from Shanghai, after fighting four days with the typhoon. She returned the salvage crews from the *Reina Cristina* and the *Mindanao*.

The Chinese students at Foochow College gave their American principals “a warm time” of heckling until he undertook to forward a protest against the American Exclusion Act. Consul GRACEY tried to argue that the Great Wall of China was an “exclusion act,” but the boys pointed out that there was no resemblance.

Return of visitors to the City Hall Library and Museum for the week ending the 9th July, 1905.

	Library	Museum
Non-Chinese ...	249	83
Chinese ...	106	1,797
Total	355	1,880

By kind permission of Lieutenant-Colonel Aitken and Officers of the 119th Infantry, the band of the Regiment will play the following programme at the United Service Recreation Club, Kowloon, to-day, commencing at 5 p.m. (weather permitting):

March	“Long Live the King”	Hymn Selection	“The Earth and I”	Carryl
Yankee Doodle”	“Blue Danube”	“Overture”	“Lullaby”	Supp:
Swiss Guards”	“Die Schwanen”	“Die Walküre”	“Largo”	Lloyd
Franziska”	“Folk Songs of Italy”	“Die Sonnenblume”	“Chorus”	Finale

## THE CANTON BANKS.

It appears to be true that from forty to fifty native Banks at Canton are closing their doors, on account of unusually heavy losses.

The proposal that they should be registered, with all their partners, directors, shareholders, &c., is not favoured even under the present depressing circumstances.

Chinese recognise that while such a measure would afford protection to investors, it would at the same time make the Government officials too wise, and lead to all sorts of “squeezes.”

## COMPOSITION BY CHING HOP FIRM.

## THE ARREST OF DEBTORS.

In connection with the case of the Ching Hop firm, iron merchants (the case in which the new Chief Justice has laid it down that a debtor must not be arrested unless there is evidence that he is about to abscond), we understand that a composition has been arranged by which the creditors receive thirty-three per cent.

Compradores as well as European business men are offering expressions of regret that Sir Francis Piggott should take so strict a view of the law relating to the arrest of debtors.

## THE SHANGHAI COTTON MILLS.

JAPANESE ENTERPRISE—A “MERGER” PROPOSITION.

There is a rumour in Hongkong financial circles this week of a rather startling development at Shanghai.

It is to the effect that a Japanese syndicate is beginning negotiations for the acquisition of all the cotton mills at Shanghai.

While it is not clear how the thing is to be done, by direct purchase, or by gradually acquiring a controlling quantity of stock, the rumour is received seriously by many interested.

It is understood that one well-known firm will not listen to any proposals to sell; but it is pointed out that they would be helpless if all the others were in Japanese hands.

The Japanese already own at least one of the Shanghai mills, and while the others were paying no dividends, the Japanese directors managed to pay ten per cent. and to set aside fifteen per cent.

The Hongkong mill was not mentioned; but it will no doubt be sought after if all the others are acquired.

## SUDDEN DEATH.

Not long after eating a hearty breakfast yesterday morning, when he seemed quite well, Mr. E. Early, a chemist employed by Messrs. A. S. Watson & Co., was found dead in his bed. We understand there is to be a post mortem examination this morning; and that the funeral will take place in the afternoon.

Decided, who was 32 years of age, was going to England soon, his passage being already booked. He was a prominent Freemason.

## H. &amp; S. BANK SUED.

The Manila *Advertiser* reports as follows:—Francisco Reyes has brought suit against the Hongkong and Shanghai Banking Corporation for \$30,000 damages which, as the complainant alleges, the corporation refused to allow him to make use of, in meeting certain drafts on Spain. The case is of interest to the business world and the importance attached to it is evidenced by the fact that the assistant chief manager of the concern paid a visit to Manila some time ago, in connection with the case. Sen. Sierra, attorney for Francisco Reyes, has just returned from a visit to Hongkong with reference to the affair.

Plaintiff prays for the payment of the above named sum, the payment of legal interest on the same, the cost of the suit, and such other relief as to the court may seem just and equitable.

## WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 10th at 11.55 a.m. The Barometer has fallen in N.E. Japan, and is little changed elsewhere.

Gradientes continue slight, and light S. winds may be expected in the Formosa Channel and over the N. part of the China Sea.

Forecast—Light S.W. winds; fine.

## TELEGRAHS.

[REUTTER'S SERVICE.]

## THE RUSSIAN NAVAL MUTINY.

LONDON, 8th July.

The Black Sea squadron has been re-named and has arrived at Novorossiisk. It is proceeding south with orders to capture or destroy the *Krivoy Poltavik*, which ship is now blockaded by our pursuing force, retired towards Vladivostok, about 22 miles north of Kosakov. In this engagement we captured four guns and a quantity of ammunition. No damage was sustained on our side.

LATER.

Admiral Katsevka, reports that our

squadron arrived in Sibahien waters at daybreak on the 7th inst., and after the sea

clearing operations, our transports and a

part of our squadron approached the coast.

Our combined naval detachment landed,

and without resistance occupied

## THE STRANDING OF THE "TRAVANCORE."

Before the Marine Court at the Harbour Office yesterday this inquiry was continued. The court comprised Hon. Capt. L. A. W. Barnes-Lawrence R.N. (resident), Lieut. C. R. McCallum R.N., H.M.S. *Tamar*, Captain H. Pybus, s.s. *Empress of Japan*, Captain St. John George, s.s. *Macquarie* and Captain W. Robb, s.s. *Travancore*.

Mr. C. D. Wilkinson of Messrs. Wilkinson and Gribel represented the Captain; and Mr. J. Hays (of Messrs. Johnson, Stokes and Master) appeared on behalf of the owners of the *Travancore*. Before the inquiry opened, Mr. Wilkinson said he noticed that Saturday's papers contained the evidence adduced in Court on Friday almost verbatim. He submitted that this was a very unusual thing, and very injudicious. It would be all right where Chinaman were concerned, but these men, or the majority of them, could read, and if they read the evidence of prior witnesses they knew what had been said in Court. Such might possibly lead to a perversion of justice, and he considered that if the press published just the gist of the evidence it would be sufficient.

The President (the press' representative)—It may be that certain portions of the evidence may be value to other witnesses, and if you could reserve such statements you would be assisting justice by suppressing them. I hope the press will bear this in mind, which will help the situation.

Bontswain Thomas Nash of the *Travancore* further questioned.

To Captain George—I was stationed at the forward captain at the foot of the head when the captain was lying with his head and arms over the rail, and fell down. I saw him look at us, and thought he was taking notice. I was expecting an order to let go anchor when the vessel missed way. When the captain told me to man the boat, I put four men aboard. I noticed the ship astern when at the bow in the boat. I called the mate's attention to it when we returned on board. Before I brought the charge against the chief officer I mentioned to him that the ship was astern. The mate told us to heave on the captain, but it was of no use. I am quite sure I did not misunderstand the mate when he spoke of scuttling the vessel. If he went below to scuttle her it would be quite possible for him to do it with a hammer and cold chisel. So far as I know he was in his right mind at the time. I have strong reasons to believe that the captain knew of the chief officer's intention. The idea of bringing this charge against the captain and the mate originated when we were accused of cowardice by both captain and reporter.

To Mr. Wilkinson—Senior apprentice Gordon was at the wheel when we saw the captain, in the state mentioned, on deck.

To Mr. Hays—I am quite sure I saw the captain lying over the poopail. I am not sure what time it was. I have not spoken to Mitchell about the mate. When I saw the captain in this state I did not make a remark to any of the crew on deck. When the chief officer made this proposition to me I did not make any comment. When we came in port I reported the matter to the captain. At the time the mate made this statement, the ship was astern fore and aft. It was not an impossibility for the mate to scuttle her. We had not to be ordered off the *Likit* and directed to return to the *Travancore*.

To the President—The ship was bumping on the rocks when we got alongside. When the ship was pulled off the rocks by the *Robert Cooke* we were in the boat.

To Mr. Wilkinson—it was the captain of the *Likit* who ordered us back to the boat. I was standing at the gangway, but did not see my blue lights. We were called, but were all awake at the time. We were within half a mile of the ship. I never heard a word about blue lights being burnt. When called to leave the *Likit* we were aboard the boat within a space of three minutes. At the time the ship was afloat, there was eight or ten feet of water in the hold. I did not inform the captain when the ship was afloat. I thought it quite sufficient to inform the chief mate. The men were going forward when the chief officer expressed his intention of scuttling the ship. He did not offer me any compensation. I am quite positive the mate intended to do it if I had consented. No boats were lowered before the ship struck, although orders were given before that to get to safety. There was very little room on the deck ready. The *Travancore* was very handy ship to maneuver. Until we got to dry dock I never met the captain about the ship, having been absent. I then asked him if he was aware of the mate's intention, and he said, No, and called the mate out. On the second afternoon after the ship had gone ashore, the captain gave orders to set certain sails. Some of the crew then drew his attention to the fact that the wind was on the starboard side of the ship. The sails were not clewed up again.

To the President—The main and fore lower topsails and the fore sail were set, and the yards were braced on the starboard tack. The port side of the ship was lying broadside on to the rocks.

To Captain Pybus—The wind at this time would have the effect of pressing the vessel further on shore.

To J. T. Roberts, chief mate—The men did not refuse to set the sail on the main, but sail was not set on the mizzen mast. It was not set on the mizzen because the men said it was doing the ship harm. The stream anchor was put out sometime during the afternoon of the 2nd June.

The mate here informed the court that this was the first he had heard of the charge preferred against him. He knew nothing at all about the matter.

John A. Martin, chief officer of the tug *Robert Cooke*, deposed—We arrived in the vicinity of the *Travancore* at 6.30 a.m. on the morning of the 3rd June. She was lying part side to the shore off Fukai Point. We lay off at a distance of about two cables. When we first sighted her, I saw two lifeboats lying from four to five cables off. The revenue cruiser *Likit* was anchored about four cables from the *Travancore*, and outside the boats. One of the boats returned to the *Travancore* after communicating with the *Robert Cooke*. When we first arrived neither of the lifeboats communicated with the *Travancore*, on board of which there was nobody. The master of the *Travancore* did not come on board the *Robert Cooke*. He came alongside and remarked, You have arrived too late, the bottom is out of the ship; the rocks have got through her bottom and she is full of water. I did not see anything wrong with the master of the *Travancore*. Immediately after this the captain of the *Robert Cooke* called the captain of the *Travancore* to bring his boat alongside, saying that he would send the mate (myself) and the chief engineer (Mr. Purvis) to see the condition of the vessel. We got on board, and I noticed that the ship was in a heavy list to starboard, and she was bumping very heavily on the rocks. Several sails were set, but I am not quite certain what they were. We examined the ship and found that there was only from eighteen inches to two feet of water over the ballast on the star-

board side. I drew the attention of the master of the *Travancore* to the condition of the ship, and told him that we could take him up and teach him in Harbin Bay, but he was not of that opinion, and said that if we did take him he would probably go down in deep water. We finally persuaded the captain to let us have a towline and try it. The captain consented and orders were given for some of his men to pass out a line. The orders were given in a proper seamanship manner, and carried out. As soon as I saw the towline out I scuttled the *Robert Cooke*. In my opinion some of the men should have remained on board. I saw no hesitation on the part of the men to do their work. I did not see anything wrong with the chief officer. The master and chief officer were in danger by remaining on board while being towed off the rocks. When coming alongside the *Travancore* I saw that a hedge had been run out on the starboard quarter. It was lying at an angle of about 45 degrees from the ship's keel. I signalled to the *Likit*, telling the crew of the *Travancore* to return to their ship. The men said they could not distinguish our signal, but they pushed off in the lifeboats, and the *Likit* came alongside of us.

To Lieutenant McCallum—When we went to the *Travancore* for the first time there was no rush made for the gangway. I had no idea of getting aboard first to claim salvage.

To Captain Pybus—The captain made the remark that the crew abandoned the ship. We had no difficulty in towing the ship off. She came off easily after about five minutes tow.

To Captain George—I heard it remarked that the first position of the *Travancore* when she struck was low on, but that afterwards she struck low on, but that afterwards she struck off and went broadside on. I think it was the captain who made the remark.

To Mr. Wilkinson—I did not inquire as to what steps had been taken to get the vessel off. I am quite certain there was only one hawser out.

David A. Purvis, foreman engineer in the Kowloon Docks, stated—I was in charge of the engine room of the *Robert Cooke* on this occasion. I was on deck when we sighted the *Travancore* on the 3rd June. I heard the conversation between the masters of the *Travancore* and *Robert Cooke*. The master of the *Travancore* seemed to be absent, but rather worried. I went off to the *Travancore* in one of the lifeboats. She was lying port broadside to the shore but I cannot say whether she had any anchors out. I took my turn in going aboard the vessel. There was no rush. I noticed on looking down the one, two, and three hatches that there was about three feet of water on the starboard side. The captain previously told us that the bottom was out of the ship, and that she was full of water. I told the captain I did not think the ship was safe as bad as the night, and that there was no time to be lost in getting her off.

To Captain Pybus—The height of the ballast in the hold might be from eight to ten feet. It would depend on a man's capabilities as to how long he would take to make a hole in the ship. It could be done with a cold chisel and a heavy hammer. If two rivets were knocked off, the ship's pumps would be able to overcome the amount of water.

To Captain George—The man who called me in the morning said we had to turn out early to go about. The book the chief mate took up looked like the deck log. I could not say that it was.

To Mr. Wilkinson—The carpenter told me this morning about the mate wanting to scuttle the ship.

Inquiry continues.

and letting her sink. He told me not to speak to the crew about it. I asked him if I could get my tools out of the boat's locker before he did it, and he said he would see about it. I kept my own counsel about the matter, and this is the first time I have mentioned it since.

To Lieutenant McCallum—I did not object to the mate's proposition at the time, as he did not ask me for tools.

To Captain Pybus—if I were going to scuttle a ship I would cut some of the rivets off. The windlass was in good order for letting go the anchor.... The water in the ship's starboard ballast would be about four feet over the ballast.

To Captain George—The mate was a little excited when he talked of scuttling the ship, but I could not say that he was drunk. He looked as if he really meant to do it. I did not know the crew were going to bring these charges against the captain and mate until I got a summons.

To Mr. Wilkinson—When the mate spoke to me the vessel was in the same position as when she first went on the rocks. I was to get no benefit from the mate if the ship were scuttled, and can not say what object he had in wishing to scuttle it. Our ship dragged the stream anchor from Fukai Point to Harbin Bay.

To Mr. Hays—On the voyage out from Cardiff the mate did not before offer scope of scuttling the ship. From what he said, I gathered that he meant to scuttle her while she was on the rocks.

To Chief Officer Roberts—It was on the afternoon of the 2nd June, that you spoke to me of scuttling the ship, but I could not say at what time. I was standing near the main pump.

M. Byrne, A.B., stated—I was at the wheel in the middle watch on the morning of the 1st June. For about an hour and a half the vessel would neither wear nor stay. We tried to tack her three or four times. The chief officer was in charge of the wheel. When I came on deck at 7.45 on the 2nd, I came to the conclusion that the ship was too near the shore. The order was given by the master "hard a port," in a proper manner. The order we expected after missing days was "let go anchor" but we never got it. When the ship struck we were immediately ordered to the boats by the captain. The whole of the crew took to them, and we were hardly allowed in the cabin came and sat on the rail, and asked us if that was what we intended to do. We went on board again, and I saw the chief mate on deck bearing the deck log and throwing it over the side.

To Captain Pybus—The log book was not wrapped up. I was employing cutting the starboard anchor, when I drew the chief officer's attention to the captain who had fallen down on the deck. The chief officer said, I am not supposed to notice that. I was present when the boat's pointed out to the mate the fact that the vessel was scuttling. To Captain George—The man who called me in the morning said we had to turn out early to go about. The book the chief mate took up looked like the deck log. I could not say that it was.

To Mr. Wilkinson—The carpenter told me this morning about the mate wanting to scuttle the ship.

Inquiry continues.

STEAMER EIGHT FEET IN MUD.

Mr. D. D. Mackie went on June 25th in a Tanjong Pagar launch to survey the *Cheung Chee* as she lies aground on a mud bank at Tanjong Bolus about 30 miles from Singapore. He found that she was fast in the mud to a depth of eight feet. As it happened, when she ran off her course and got on to this bank it was at flood tide and at the high spring tide. She will have to be got off by the employment of tugs in addition to her own steam, but the master will not be made until Sunday next by which time and tide will just about have reached their highest. Actually the highest tides occur on the 4th and the 5th of July. If the first trial proves unsuccessful another attempt will be made a few days later.

The *Cheung Chee*, a small British liner, was formerly called the *St. Louis*, under which name she was one of the pioneers of the Atlantic trade. Curious to relate she went about 17 years ago on this very same point, which is the most south-easterly point of the continent of Asia.

As she lies she has a slight list to port and a good bearing fore and aft. All the cargo, composed principally of planks of timber, has been removed into tongkangs, and a considerable quantity of the timber cargo has also been taken out and put into boats alongside. The ship's head is lying due west. A ship a length from the captain was at anchor when he was scuttled, and afterwards went up on the poop. I saw the captain again at eight o'clock, and he was then perfectly sober.

To Captain Pybus—Two of the charts were in the master's room, but there was always one on the saloon table, although it was not there on this particular day. I have never noticed anything peculiar about the master's conduct.

While in Harbin Bay we got two gallons of rum from Hongkong, but none of the men had any. It was thrown overboard. Neither the master nor mate had any of it.

To Captain George—I first heard of this charge being brought about a fortnight ago. I then said that I had nothing to do with it.

L. Gordon, senior apprentice on board the *Travancore*, stated—I went to the wheel at 10.15 a.m. and was relieved at 2.30 p.m. on the day we left Hongkong. The captain was on the poop with the pilot, and never left it until the pilot left the ship. The captain ordered me to steer E. N. E. and if she would not stand that course, I was to steer full and by. I saw the master leaving on the rail near me, at the wheel. I did not see him on the deck, but I saw him on the deck in a half sitting and half lying position as though he were getting up. The pilot had just then left. I did not attempt to help him up, as I could not leave the wheel. Between a quarter and half an hour afterwards the captain went below.

To Captain Pybus—Where the captain fell was midway on the poop. The captain was not acting as if he were not sober while the pilot was on board. I did not see his cigar fall from his mouth. The deck was wet and slippery, and I heard the captain fall.

To Captain George—We were still in tow when I got the order, E. N. E. or full and by. I saw the captain lying on the deck shortly after one o'clock. I saw him get up, but do not think he looked round to see if anybody was looking at him.

To Captain Pybus—it was possible to see the captain where he fell from the foot of the head.

To Mr. Wilkinson—There is a partition on the fore part of the poop which might have obstructed the view of those on the foot of the head.

To the President—I have never known her miss stays before, and she has previously ticked in ballast. I felt no cause for anxiety until she refused to take.

The *Free Press* of July 3rd reports:—The British steamer *Cheung Chee* which has been ashore on the mud bank off Tanjong Bolus for over a week was got afloat on Saturday night. She came into the Roads and subsequently went to Section 1, Tanjong Pegar.

Captain J. Harrison, in his official statement regarding the stranding of the ship states that the *Cheung Chee* left Singapore at 10.30 p.m. on June 20 bound for Penang, via Romson. At 1.15 a.m. the vessel took the ground with Tanjong Bolus bearing N. 45 deg. W. The vessel remained aground until 8 a.m. on the 1st, when the rising tide floated her off. She anchored for the night in four fathoms of water and at 5 a.m. yesterday hoisted in all the boats and proceeded to Singapore towing the lighters into which her cargo had been placed. She arrived at Singapore at 1 p.m. yesterday.

## THE DEPREDATIONS OF THE "TEREK."

We take the following extracts from the *Singapore Free Press* of July 3rd.—By the pre-arranged steamer *La Seyne*, yesterday, there arrived Captain Ingemann and the officers and crew of the Danish East Asiatic Company's steamer *Princesse Marie*, which was sunk by the Russian cruiser *Terek* in the China Sea on June 23.

On boarding the *La Seyne* our representative had a long talk with Captain Ingemann and gathered the following story of the incident to begin with. Captain Ingemann said that the *Princesse Marie* left Singapore on June 17th for Yokohama and Kobe with a cargo of provisions and manufactured iron from Copenhagen and Antwerp. The voyage was uneventful till the afternoon of the 22nd when a large steamer was sighted bearing down on the *Princesse Marie* from the eastward. As the stranger drew a shot across the merchantman's bows a signal for her to heave-to.

The cruiser signalled that she was sending a boat, and soon an armed cutter put off from her and pulled to the *Princesse Marie*. Two officers came aboard and demanded the ship's papers which Captain Ingemann at once produced, as well as a certificate from the Danish and the Dutch Stadt certifying that the steamer carried no contraband. These the Russian officers looked through and then ordered the hatchets to be removed so that they might verify the manifest for themselves. This was at once done and after they had examined the holds the officers held a long conversation together. The chief officer of the *Princesse Marie* overheard part of this consultation and heard the Russians express the opinion that the cargo was non-navigable. Finally they asked Captain Ingemann to accompany them on board their vessel, as they wished to lay the master before their commander. On arrival on the *Terek* the officers and the crew were kindly treated, the *Princesse Marie*'s papers were examined and Captain Ingemann, who was present, was questioned closely as to what he had done.

Then the Russian official held a long argument as to whether the *Princesse Marie*'s cargo was contraband or not. The Russian commander and the majority of his officers appeared to be of opinion that the ship's cargo did not make her liable to seizure, but on this opinion being expressed, a boyish-looking lieutenant who had taken a prominent part in the discussion, lost his temper, and thumping his fist on the table declared that the ship should not be released. Finally he became so enraged that he shook his fist in his commander's face! and declared in an insulting manner that if the *Princesse Marie* was released he would bring the matter before the Russian Government and have the commander punished.

On this Russian commander, who was an old man, said he would enquire into the matter again.

During the final enquiry the young lieutenant whose name was Andrews (sic) was most persistent that the vessel should not be released.

After a heated argument he brought the majority of his officers round to his views by saying that even if the cargo was not contraband, and Russia had to pay a large sum in compensation, this was better than allowing such a valuable cargo to fall into Japanese hands.

The Russian officers then appeared reluctant to risk the steamer, and discussed the feasibility of putting a prize crew on board and navigating her to the Baltic. This the commander would not hear of, saying he could not allow his ship's crew to be so greatly weakened as the sailing away of a prize crew would necessitate.

The *Princesse Marie* was stopped at 5 o'clock in the evening, and Captain Ingemann had been taken to the *Terek* at 6 o'clock when the enquiry opened, but it was 10 p.m. before the decision was come to that the steamer was to be sunk.

Captain Ingemann protested against this but without avail. He then gave a signed statement to the court to have made for Camranh and thence to Cape St. James, arriving on June 14.

The Governor of Cochin-China communicated to the commander of the *Kuban*, Capt. Manevski, the instructions of the French Government. The latter having applied for a prize crew to take the *Kuban* out on the 19th of June, and Russia had to pay a large sum in indemnity, this was released.

Captain Ingemann was detained as a prisoner of war.

On the 29th the *Kuban* was detached as other vessels were to patrol the eastern side of Japan, and reconnoitred there for the Japanese squadrons.

The *Kuban* carried out this mission up to the latitude of Tokyo, but seeing nothing, returned and steamed in the direction of the Korea Straits.

It was during its return that it met the steamer from which it obtained English journals relating to the ann

## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to THE MANAGER.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplies for Cash.

Telegraphic Address: PRIMUS, Codes: A.R.O., 5th Ed.

Letter's. P.O. Box, 33. Telephone No 12.

## NEW ADVERTISEMENTS

BRITISH-INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON.

THE Company's Steamship

"PUNDUA."

Captain Swanson, will be despatched as above on SUNDAY, the 16th July, at DAYLIGHT.

For Freight or Passage apply to

JARDINE, MATHESON & CO.

Agents.

Hongkong, 11th July, 1905. [1648]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"LAISANG,"

having arrived from the above ports, Con-

signees of Cargo by her are hereby informed that their Goods will be delivered from Hong-

side.

Cargo impeding the discharge or remaining on board after 4 p.m., the 12th inst., will be landed at Consignee's risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & CO.

General Managers.

Hongkong, 10th July, 1905. [1649]

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE.

THE CERTIFICATE No. 695 for one Share numbered 223L on which the sum of \$50 has been paid up, standing in the Register in the name KHEE SHING, having been declared LOST, Notice is hereby given that unless the said Certificate be produced to the Society on or before the thirty-first day of August next, a New Certificate for the said share will be issued by the Society and the old certificate will thereafter be held as null and void.

By Order of the Board of Directors.

C. MONTAGUE EDE, Acting Secretary.

Hongkong, 11th July, 1905. [1644]

## IN THE SUPREME COURT OF HONGKONG.

IN BANKRUPTCY.

No. 38 of 1905.

To Mr. TSOI CHUNG LEE alias CHOY CHUNG, late of No. 16, Wyndham Street, Victoria, in the Colony of Hongkong, Gentleman.

TAKE NOTICE that on the 6th day of July, 1905, a Petition was issued against you by the Supreme Court of Hongkong in its Bankruptcy Jurisdiction on the application of LO TUI CHAU in respect of his claim against you for \$23,552.80 being the amount of Judgment debt, interest and taxed on which the said LO TUI CHAU was entitled to recover against you in Original Jurisdiction Action No. 198 of 1904.

AND FURTHER TAKE NOTICE that on the 10th day of July, 1905, the said Supreme Court made an Order directing that the said Petition be served upon you by posting a copy thereof together with a copy of the Order, at the entrance of the said Court and that notice thereof be inserted in one English and in one Chinese newspaper having a circulation in the said Colony.

JOHN HASTINGS,  
18, Queen's Road Central, Hongkong.  
Petitioner for the Petitioning  
Creditor, LO TUI CHAU.

Dated this 1st day of July, 1905. [1645]

THE TRADE MARKS ORDINANCE,  
1898.

## APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE IS HEREBY GIVEN that Messrs. WM. MEYERINK and Co., of Victoria, in the Colony of Hongkong, and elsewhere, Merchants, have on the 10th day of May, 1905, applied for the registration in Hongkong in the Register of TRADE MARKS of the following TRADE MARK.—

The representation of a cask or barrel round which is a narrow ring, underneath the barrel touching the ring depends a label, the whole being surrounded by another narrow ring, in the name of the said Messrs. WM. MEYERINK and Co., who claim to be the sole proprietors thereof.

The TRADE MARK has been used by the applicants in respect of the following goods: SEWING COTTON ON SPOOLS OR REELS in Class 23.

A facsimile of the TRADE MARK can be seen at the Office of the Colonial Secretary of Hongkong, and also at the Offices of the undersigned.

DEACON, LOOKER & DEACON,  
On behalf of the Applicants.

Dated the 10th day of July, 1905. [1646]

THE TRADE MARKS ORDINANCE,  
1898.

## APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE IS HEREBY GIVEN that Messrs. WM. MEYERINK and Co., of Victoria, in the Colony of Hongkong, and elsewhere, Merchants, have on the 10th day of May, 1905, applied for the registration in Hongkong in the Register of TRADE MARKS of the following TRADE MARK.—

A picture of a Chinese Girl and Boy—the girl is depicted sitting on the ground with her left hand extended towards two gay plumed birds which are walking towards her—the boy is standing on the girl's left, and is holding up in his left hand a round bat—there are some shrubs at the back and part of a Chinese house on the right of the picture—also a picture of a Chinese girl depicted standing up on the left feeding some pigeons some of which are on the ground others are flying—on the right are two Chinese children (a girl and a boy) who are running towards the pigeons—

at the back of the picture are some shrubs and a Chinese summer house. And the applicants disclaim any right to the exclusive use of the added matter in the drawing of the said Messrs. WM. MEYERINK & Co. who claim to be the sole proprietors thereof.

The TRADE MARK has been used by the applicants in respect of the following goods: THE BOXES in Class 13.

A facsimile of the TRADE MARK can be seen at the Office of the Colonial Secretary of Hongkong and also at the Offices of the undersigned.

DEACON, LOOKER & DEACON,  
On behalf of the Applicants.

Dated the 10th day of July, 1905. [1647]

## NOTICE.

Complete Edition \$10.00.

Small 6.00

Obtainable at the Hongkong Daily Press Office

and from the Local Booksellers.

FOR 1905

## INTIMATIONS

BILLIARD TABLE.

WANTED for the Hongkong Seaman's Institute a Good Second Hand BILLIARD TABLE. Any Gentleman having one to dispose of is requested to communicate with the Rev. J. H. FRANCIS, 5, Lyceum Villas, Kowloon, Hongkong, 10th July, 1905. [1654]

NOTICE.

ALL PERSONS having Claims against Mr. JAMES R. SYMINGTON, Civil Engineer, are requested to send same in writing to his Attorney, WILLIAM JAMES HOBBS, &c. the undersigned, when they will be promptly liquidated.

Unless such claims are sent in prior to the 31st July, 1905, no notice will be taken of them and they will not be recognised.

JOHNSON, STOKES & MASTER,

8, Des Vaux Road Central, Solicitors for the said Mr. WILLIAM JAMES HOBBS, Attorney for the said JAMES R. SYMINGTON.

Dated the 5th day of June, 1905. [1613]

## NAVY CONTRACT.

TENDERS are invited for the supply of MISCELLANEOUS MATERIALS, (Flaxwood, Lime-white best, Charcoal, &c., &c.) from the 1st August, 1905, to H.M. Dockyard, Hongkong.

Forms of tender can be obtained on application to the NAVAL STORE OFFICER, H.M. Dockyard and should be returned not later than the 1st July, 1905.

A deposit of One Hundred Dollars (\$100) will be required when applying for tender forms, to be returned when applying for tender forms.

Hongkong, 10th July, 1905. [1635]

## NAVY CONTRACT.

TENDERS are invited for the supply of LABOUR and JUNKS, in connection with the COALING of H.M. FLEET, &c., at Hongkong, for a period of 12 months from the 1st August, 1905.

Forms of tender can be obtained on application to the NAVAL STORE OFFICER, H.M. NAVAL YARD, Hongkong, and should be returned not later than NOON on 19th July, 1905.

Hongkong, 6th July, 1905. [1615]

## GOVERNMENT NOTIFICATION.—

TENDERS will be received at this Office until Noon of MONDAY, the 14th day of August, 1905, for the purchase of the following PLANT and MATERIALS, formerly in use on the Praya Reclamation Works, (Reference No. 6 of 1882)—

Lot 1.—STEAM TOW BOAT built by the Hongkong and Whampoa Co. in 1890. Length between perpendiculars, ... 30 feet. Breadth, extreme, ... 17 " Depth moulded, ... 8 " Jumping surface condensing Engines, about 21 H.P.

Lot 2.—FLOATING STEAM DECK CRANE supplied by the Hongkong and Whampoa Dock Co. in 1890. Working load 8 tons at a radius of 50 ft. The Crane built entirely of iron, and mounted on an Iron Pontoon 60 ft. by 40 ft. by 6 ft. 6 in., with semicircular ends. Draft 2 ft. 6 in.

Lot 3.—LIGHTERS (2) for deck cargo (concrete blocks). Built by the Hongkong and Whampoa Dock Co. in 1890. Constructed of Manila hardwood and Oregon pine, and sheathed with zinc. Dimensions 75 ft. by 23 ft. by 5 ft. 6 in. Carry 80 tons on a draft of 3 feet.

Lot 4.—LOCOMOTIVE STEAM DRICK CRANE supplied by the Hongkong and Whampoa Dock Co. in 1890. Working load 8 tons at a radius of 25 feet. Also 516 linear yards of 70 lbs. flat-bottomed STEEL RAILS, with points and cross-ties. FLAT PLATES, BOLTS, SPIKES, and sundry PLATE-LEVER'S TOOLS.

Lot 5.—DIVING GEAR by Siebe, Gorman & Co. 2 No. Double Air Pumps.

1 Single Do.

4 Helmets.

133 lin. feet of second hand Air Pipe.

150 " new Do.

And a quantity of new Underclothing, &c.

Lot 6.—UPCAKE BLOCKS. 150 No., varying from 90 to 144 cubic feet, more or less damaged. Total bulk about 15,310 cubic feet.

For all particulars apply to the Public Works Department.

The Government does not bind itself to accept the highest or any tender.

By Command,

F. H. MAY, Colonial Secretary.

Colonial Secretary's Office.

Hongkong, 30th June, 1905. [1637]

REWARD OF \$5,000.

OFFERED by the undersigned for the Arrest and Conviction of any person or persons who are in the habit of SMUGGLING large quantities of Opium into this Colony.

CHIN JOO HENG CO., Opium Farmers.

Hongkong, 20th June, 1905. [1648]

STENOGRAPHY AND TYPEWRITING.

T. C. SWAY.

4, Queen's Road Central.

Hongkong, 4th July, 1905. [1656]

TUITION.

LESSONS given in English.

Apply— P. O. BOX 335.

Hongkong, 4th July, 1905. [1654]

NOTICE.

TYPEWRITERS CLEANED and RE-

PAIRED by a first-class Mechanic.

Apply— T. C. SWAY,

4, Queen's Road Central.

Hongkong, 4th July, 1905. [1656]

NOTICE.

EXTRA COPIES of Daily Press are on

sale daily at Mr. H. RUTTENBERG'S

KOWLOON STORE, No. 36, Elgin Road,

and Mr. AH YA'S FERRY WHARF

STALL. Price 15 cents per copy cash.

Hongkong, 22nd December, 1905.

NOTICE TO KOWLOON RESIDENTS

EXTRA COPIES of Daily Press are on

sale daily at Mr. H. RUTTENBERG'S

KOWLOON STORE, No. 36, Elgin Road,

and Mr. AH YA'S FERRY WHARF

STALL. Price 15 cents per copy cash.

Hongkong, 22nd December, 1905.

NOTICE.

EXTRA COPIES of Daily Press are on

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KOWLOON STORE, No. 36, Elgin Road,

and Mr. AH YA'S FERRY WHARF

STALL. Price 15 cents per copy cash.

## BANKS

THE CHARTERED BANK OF INDIA  
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.  
HEAD OFFICE—LONDON.

CAPITAL PAID-UP.....\$300,000.  
RESERVE LIABILITY OF SHARE  
HOLDERS.....\$300,000  
RESERVE FUND.....\$25,000

INTEREST allowed on Current Account at the rate of 2% per annum on the Daily balances  
On Fixed Deposits for 12 months & per cent  
6 " 3% "  
3 " 2% "

T. P. COCHANE,  
Manager.

Hongkong, 18th May, 1905. 29

HONGKONG & SHANGHAI BANK-  
ING CORPORATION

PAID-UP CAPITAL.....\$10,000,000  
RESERVE FUND.....\$1,000,000  
STEELING RESERVE.....\$10,000,000  
SILVER RESERVE.....\$8,000,000  
RESERVE LIABILITY OF PROP'TS.....\$10,000,000

INTEREST allowed on Current Account at the rate of 2% per annum on the Daily balances  
On Fixed Deposits for 12 months & per cent  
6 " 3% "  
3 " 2% "

J. R. M. SMITH,  
Chief Manager.

Hongkong, 17th May, 1905. 23

LONDON BANKERS—LONDON AND COUNTY  
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED  
On Current Account at the rate of Two per  
Cent per annum on the daily balance.

ON FIXED DEPOSITS.

For 3 months 2% per cent per annum  
For 6 months 3% per cent per annum  
For 12 months 4% per cent per annum.

J. R. M. SMITH,  
Chief Manager.

Hongkong, 17th May, 1905. 23

THE YOKOHAMA SPECIE BANK  
LIMITED.

ESTABLISHED 1890.

CAPITAL SUBSCRIBED.....\$24,000,000  
CAPITAL PAID-UP.....\$18,000,000  
CAPITAL UNCALLED.....\$6,000,000  
RESERVE FUND.....\$7,200,000

HEAD OFFICE—YOKOHAMA.

BRANCHES AND AGENCIES:

Tokio Kobe Nagasaki  
London Lyons New York  
San Francisco Honolulu Bombay  
Shanghai Tientsin Newchow  
Dalian Peking Mukden  
Port Arthur Chefoo

LONDON BANKERS—  
THE LONDON JOINT STOCK BANK, LIMITED.

PARK'S BANK, LIMITED.

THE UNION OF LONDON AND SMITH'S  
BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2 per cent  
per annum on the daily balance.

On fixed deposits for 12 months 5% per cent.

J. R. M. SMITH,  
Manager.

Hongkong, 22nd May, 1905. 27

THE BANK OF TAIWAN LIMITED  
(INCORPORATED BY SPECIAL IMPERIAL  
CHARTER)

CAPITAL SUBSCRIBED.....\$2,500,000  
CAPITAL PAID-UP.....\$2,000,000

HEAD OFFICE: TAIFEE, FORMOSA.

BRANCHES AND AGENCIES:

Amoy Kobe Taiwan  
Aiping Nagasaki Tamsui  
Fuchow Osaka Tokio  
Keelung Shanghai Yokohama

HONGKONG OFFICE:  
4, QUEEN'S ROAD.

Interest allowed on Current Account.

Deposits received on terms which may be learnt  
on application.

S. SHIGENAGA, Manager.

Hongkong, 1st November, 1904. 1121

HONGKONG SAVINGS BANK.

THE Business of the above Bank is cond  
ucted by HONGKONG AND SHANG  
HAI BANKING CORPORATION. Bus  
iness may be obtained on application.

INTEREST on deposits is allowed at 1% per  
cent per annum.

Depositors may transfer at their option  
balance of \$100 or more to the HONGKONG AND  
SHANGHAI BANK to be placed or FIXED  
DEPOSIT at 4 PER CENT per annum.

For the HONGKONG AND SHANGHAI  
BANKING CORPORATION.

J. R. M. SMITH,  
Chief Manager.

Hongkong, 1st May, 1902.

THE DEUTSCH-ASIATISCHE BANK.

AUTHORISED CAPITAL.....\$1,750,000.

HEAD OFFICE—SHANGHAI.  
BOARD OF DIRECTORS BEIJING.

BRANCHES: Berlin Calcutta Hankow  
Tientsin Tsingtau Tsinan

LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SONS,  
THE UNION OF LONDON AND SMITH'S  
BANK, LIMITED.

DEUTSCHE BANK (BERLIN). LONDON AGENTS  
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account

Deposits received on terms which may be learnt  
on application. Every description of  
Banking and Exchange business transacted.

M. THOMANN,  
Manager.

Hongkong, 1st April, 1905. 22

## STRICTURE AND KIDNEY DISEASE.

HOW BEEN AFFECTED THE KIDNEYS.  
Over 2 Years Ago—Still Well To-day.

54, Brighton Place, Hampton Square,  
Sheen Lane, Merton, London, England.

For nearly 19 years I suffered from stricture  
and kidney disease, and many a time have I laid  
on the bedroom floor writhing in agony. Twice  
I have been in hospital and undergone operations  
for the stricture. Never, as long as I live, shall  
I forget what I went through then. The  
doctors said I could not live another three  
months, yet I can truly say that, although two  
years have passed since then, I was never better  
in my life than I am to-day.

My illness came on in this way: One day at  
my work I strained my back, and afterwards I  
suffered from severe cutting pains, just over  
where the kidneys are, especially when I stooped.  
I could not sleep well at nights, and there were  
distressing urinary disorders. I was miserable  
and out of sorts, and although the doctor did all  
he could for me, I got worse instead of better.

If I had a glass of beer it irritated my kidneys  
so much that I had to keep to my bed for a  
week, but since using Doan's Backache Kidney  
Pills I can enjoy my glass without feeling a bit  
the worse for it.

It wasn't until I had finished the fourth box  
of Doan's Pills that they seemed to do anything.

My suffering and my cure are well known to  
hundreds of men I have worked with in London,  
and I am sure that had I not used Doan's  
Backache Kidney Pills when I did, I should  
never have lived.

(Signed) GEO. PRIEST.

Doan's Backache Kidney Pills are 2½ a box,  
or 13½ for 6 boxes. To be had of all chemists  
and medicine-dealers, or direct from the  
proprietors, the Foster-McClellan Co., 8  
Wells Street, Oxford Street, London, England.

post free on receipt of price.

[73-2]

## BANKS

THE MERCANTILE BANK  
OF INDIA, LTD.

AUTHORISED CAPITAL.....\$1,500,000  
SUBSCRIBED.....\$1,250,000

PAID-UP.....\$800,000

RESERVE FUND.....\$100,000

BANKERS: LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Account at  
the rate of 2% per annum on the Daily balance.

ON FIXED DEPOSITS—

For 12 months 4% per cent.

6 " 3% "

3 " 2% "

A. R. LINTON,  
Acting Manager.

Hongkong, 30th June, 1905. 26

INTERNATIONAL BANKING  
CORPORATION

Fiscal Agents of the United States in China  
the Philippine Islands and the  
Republic of Panama.

CAPITAL AND SURPLUS

AUTHORISED .....\$60,000,000  
CAPITAL PAID UP .....\$3,250,000

RESERVE FUND .....\$3,250,000

HEAD OFFICE: New York.

LONDON OFFICE: Threadneedle House, E.C.

Branches and Agents all over the World.

LONDON BANKERS,

NATIONAL PROVINCIAL BANK OF ENGLAND,  
LIMITED.

UNION OF LONDON AND SMITH'S BANK,  
LIMITED.

BRITISH LINEN COMPANY BANK

The Corporation transacts every description  
of Banking and Exchange business, receives  
money in Current Account and accepts Fixed  
Deposits at rates which may be ascertained on  
application.

CHARLES E. SCOTT,  
Manager.

20, Des Vaux Road,  
Hongkong, 26th May, 1905. [102]

## INSURANCES

AACHEN AND MUNICH FIRE IN-  
SURANCE CO. OF AIX-LA-CHAPELL.

THE Undersigned, having been appointed  
AGENTS for the above Company, are  
prepared to ACCEPT RISKS against FIRE  
at Current Rates.

REUTER, BROCKELMANN & CO.,  
Agents.

Hongkong, 21st April, 1897. 151

NORTH BRITISH AND MERCANTILE  
INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1904  
\$17,161,288

I. AUTHORIZED CAPITAL.....\$3,000,000  
SUBSCRIBED CAPITAL.....\$2,750,000

PAID-UP CAPITAL.....\$65,500 "

II. FIRE FUNDS.....\$3,001,268 12 9

The Undersigned AGENTS for the above  
Company, are prepared to ACCEPT RISKS  
against FIRE at Current Rates.

SHEWAN, TOMEY & CO.,  
Agents.

Hongkong, 30th June, 1905. 159

UNION OF PARIS FIRE INSURANCE  
COMPANY, LIMITED

THE Undersigned, having been appointed  
AGENTS for the above Company, are  
prepared to accept Risks against Fire at current  
rates.

SIYMSEN & CO.,  
Agents.

Hongkong, 1st January, 1904. 13

FOR EUROPE AND AMERICA,  
INDIA, AUSTRALIA, &c.,  
and for  
PRIVATE RESIDENTS AT THE OUTPORTS.

A COMPREHENSIVE AND COMPLETE  
NEWS OF THE FAR EAST

is given in the  
HONGKONG WEEKLY PRESS,  
with which is incorporated

"THE CHINA OVERLAND TRADE REPORT,"  
Subscription, paid in advance, \$12 per annum.  
Postage to any part of the World \$2.

THE CHINESE COMMERCIAL  
PROGRAMME.

Following are extracts from the *P. & T. Times*  
of June 24th:

At the meeting of commercial men in the  
on Saturday, Mr. Wang Teung-tang, Comptroller of the Russo-Chinese Bank who,  
as we have already stated, presided, read a paper  
on the proposed boycott of American goods,  
which was divided into four chief and sixteen  
subsidiary headings:

1. PUBLIC ACTION.

The speaker maintained that the movement  
should not in any way be directed against  
American individuals, but that American  
missionaries and merchants should also be  
treated with courtesy and respect. That  
the movement should have as its object merely  
the upholding of commercial rights, and not in  
any way usurp political powers.

2. UNIONITY.

In order to be successful the movement must  
be united on all over the country.

Merchants here should adopt the Shanghai  
regulations; carefully record reports and results  
of all discussions in other ports, and, doing  
away with all class distinctions North and  
South, must combine harmoniously together if  
anything is really to be achieved.

3. PUBLIC OBLIGATION.

He maintained that a superintendant should  
be appointed at each trading centre, and inspect  
in all ports and principal towns. That no  
efforts should be spared to enlighten the people  
to all the proceedings in connection with the  
movement.

It will be seen from the above that the resolutions  
of the merchants and students are very  
much in line, and that while both are carefully  
framed to avoid friction with American people  
and thus evade responsibility for any trouble  
which may occur, they are founded on principles  
which are most creditable.

The anti-American movement, though small  
in some quarters, is nevertheless very strong  
in its misguided policy. Those who know the  
Chinese best cannot but marvel at this sudden  
outburst of a patriotism which had hitherto  
been absolutely non-existent, and those who  
read between the lines, believe they see the  
shade of another nationality behind the Chinese agitators.

Chinese demonstrations do not as a rule embrace all provincial  
representatives in the way that this movement appears to  
be doing and for this reason, if for no other,  
there is ground for the argument that the move  
is not without inspiration in other quarters.

Whether this be so or not, there is an  
exceptional amount of organization about the  
movement that call for careful attention, and  
leads to the belief that it will not be so innocent  
unless very resolutely and drastically nipped in  
the bud.

On Sunday there were two meetings in the  
City which were of distinct importance. One  
was

## SHIPPING.

## ARRIVALS.

AMIO, German str., 82, J. Iversen, 9th July.  
BOURON, French str., 991, Sisco, 10th July.—  
General—Jebson & Co.  
BOURON, French str., 991, Sisco, 10th July.—  
Saigon 7th July, General—Chinese.  
CHOWFA, German str., 1,045, T. Spisso, 10th July.—  
Bangkok and Swatow 9th July.  
Rice and Wood—Butterfield & Swire.  
EVA, Norwegian str., 4,700, Solvesen, 10th July.—  
Cardiff 17th May, Coal.—Order.  
GLACIUS, British str., 3,500, A. D. Baker, 9th July.—  
Shanghai 7th July, General—  
Butterfield & Swire.  
HANOI, French str., 738, P. N. Morelles, 9th July.—  
Hinphong 6th July and Hoitow 8th, General—A. R. Marti.  
JACOB DIERLICHSEN, German str., 650, B. Olssen, 10th July—Hoitow 9th July, General—  
Johsen & Co.  
KEEMUS, British str., 5,727, R. Conrad, 10th July.—  
Litaoport and Singapore 5th July, General—  
Butterfield & Swire.  
LOOMBOON, German str., 1,245, Kukofen, 10th July.—  
Shanghai 6th July, General—  
Swanson & Co.  
LOCKSONG, British str., 1,022, G. S. Weigall, 10th July.—  
Manila 7th July, General—  
Jadine, Matheson & Co.  
SAINT BROULIS, British str., 2,400, Baig, 10th July—  
enroute (N.S.W.) 13th June, Coal—Order.  
SIRIUS, British str., 3,600, C. Moore, 10th July.—  
Wuhwei 6th July.  
TAKANG, British str., 977, McChu, 9th July.—  
Wuh Wei 5th July, Rice—Jardine Matheson & Co.  
THINTAU, German str., 1,006, O. Koch, 10th July.—  
Bangkok 1st July, Rice and General—  
Butterfield & Swire.  
TUNGSHING, British str., 1,172, Bischard, 10th July.—  
Wuhu and Chinkiang 6th July, General—  
Jadine, Matheson & Co.

## CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.  
10th July.  
Andrea Rickmers, German str., for Swatow.  
Denibaghshire, British str., for Nagasaki.  
Glacius, British str., for Singapore.  
Hobart, German str., for Swatow.  
Hongkong J., British str., for Amoy.  
Longmoor, German str., for Canton.

## DEPARTURES.

10th July.  
CALLAO, U.S. gunboat, for Canton.  
CHIYUEN, Chinese str., for Canton.  
FAUANG, British str., for Canton.  
KWANGLI, Chinese str., for Shanghai.  
PROTEUS, Norwegian str., for Tamsui.  
TUNGSHING, British str., for Canton.  
SHIPPING.  
The British str. *Gauces* reports: Moderate  
monsoon throughout.  
The British str. *Tungshing* reports: Light  
S.W. winds, fine and clear.  
The German str. *Tintau* reports: Fine  
weather; moderate southerly winds throughout.  
VESSELS IN DOCK.

## 10th July.

ABERDEEN DOCKS—Allendale, 10th July.  
OW. ON DOCKS—Travancore, Humber,  
Germannie.

## 10th JULY DOCKS—Munich.

VESSELS ON THE BERTH

## POSTPONEMENT.

DOUGLAS STEAMSHIP COMPANY,  
LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship

## "HAITAN."

Captain Roach, will be despatched for the above ports TO-DAY, the 11th instant at 10 o'clock A.M., instead of as previously advertised.

For Freight or Passage, apply to  
DOUGLAS LAPRAIK & CO.,  
General Managers.

Hongkong, 7th July, 1905. [1622]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

## "LIGHTNING."

Captain Spence, will be despatched for the above ports TO-DAY, the 11th instant, at Noon.

For Freight, apply to  
DAVID SASOON & CO., LTD.,  
Agents.

Hongkong, 6th July, 1905. [1601]

COMPAGNIE DES MESSAGERIES  
MARITIMES,  
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,  
SINGAPORE, BATAVIA,  
COLOMBO, INDIA, ADEN,  
EGYPT, MARSEILLES,  
LONDON, HAVRE, BORDEAUX,  
MEDITERRANEAN AND BLACK SEA  
PORTS.

THE Steamship

## "OCEANIEN."

Captain Courte, will be despatched for MARSELLA TO-DAY, the 11th July, at 1 p.m.

Passage tickets and through Bills of Lading  
issued for above ports.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:

S.S. "TOURANE" ... 23rd July.

S.S. "TONKIN" ... 8th Aug.

S.S. "ARMAND BEHIC" ... 22nd Aug.

G. de CHAMPEAUX,  
Agent.

Hongkong, 28th June, 1905. [172]

NAVIGAZIONE GENERALE  
ITALIANA.

(Floro and Rabatino United Companies.)

STEAM FOR BOMBAY VIA SINGA-  
PORE AND PENANG.

Having connection with Company's Mail Steamer

to ADEN, SUEZ, PORT SAID,

MESSINA, NAPLES, LEGHORN and GENOA,

also VENICE and TRIESTE, all MEDITER-  
RANEAN, ADRIATIC, LEVANTINE and

SOUTH AMERICAN Ports up to CALLAO.

(Taking cargo at through rates to PERSIAN

GULF and BAGDAD, also BARCELONA,

VALENCIA, ALICANTE, ALMERIA, and

MALAGA.)

THE Steamship

## "ISCHIA."

Captain Coglioli, will be despatched as above  
TO-MORROW, the 12th inst., at Noon.

At noon the steamer is discharging in  
Victoria Dock.

For further particulars regarding Freight

and Passage, apply to

CARLOWITZ & CO.,  
Agents.

Hongkong, 11th July, 1905. [14]

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any vessel, the Harbour has been divided into four sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked K, nearest Hongkong H, midway between Hongkong and Kowloon M, and those vessels berthed at the 1 moon Wharf K.W., together with the number denoting the section.

**SECTIONS.**

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East-Point.

DESTINATION	VESSEL'S NAME	FLAG & BIG	BIRTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA MANILA, &c.	PALMA	Brit. str.	—	G. W. Cockman, R.N.R.	P. & O. S. N. Co.	About 12th inst.
LONDON, &c. via Ports of Call.	SIMLA	Brit. str.	—	C. D. Goldsmith, R.N.R.	P. & O. S. N. Co.	On 15th inst., at Noon.
LONDON & ANTWERP via SINGAPORE, &c.	JAVA	Brit. str.	1 m.	S. Barcham	P. & O. S. N. Co.	About 20th inst.
LONDON, AMSTERDAM & ANTWERP	HEXON	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 18th inst.
LONDON, AMSTERDAM & ANTWERP	AJAX	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 1st Aug.
LONDON, AMSTERDAM & ANTWERP	IDOMENEUS	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 15th Aug.
MALAYSIA, etc., via Ports of Call.	PASLING	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 23rd Aug.
COUNT	OCEANES	Brit. str.	—	F. V. Letten Petersen	MESSAGERIES MARITIMES	To-day, at 1 P.M.
HAVRE, AVERAY & HAMBURG via SINGAPORE, &c.	SACHAS	Ger. str.	—		MELCHERS & CO.	On 19th inst., at Noon.
HAVRE, BREMEN & HAMBURG via SINGAPORE, &c.	BELEGAVIA	Ger. str.	k. w.	Russ	HAMBURG-AMERIKA LINIE	On 17th inst.
HAVRE & HAMBURG via STRAITS, &c.	SITHONIA	Ger. str.	k. w.	Hildebrandt	HAMBURG-AMERIKA LINIE	On 20th inst.
HAVRE & HAMBURG via STRAITS, &c.	FEZIA	Ger. str.	k. w.	Ehlers	HAMBURG-AMERIKA LINIE	On 29th inst.
HAVRE & HAMBURG via STRAITS, &c.	SAMIA	Ger. str.	k. w.	Lindner	HAMBURG-AMERIKA LINIE	On 23rd Aug.
HAVRE & HAMBURG via STRAITS, &c.	IBERIA	Ger. str.	k. w.	Förck	HAMBURG-AMERIKA LINIE	On 8th Sept.
HAVRE & HAMBURG via STRAITS, &c.	SCANDIA	Ger. str.	k. w.	V. Döchert	HAMBURG-AMERIKA LINIE	On 20th Sept.
HAVRE & HAMBURG via STRAITS, &c.	MONTCLAIR	Nor. str.	—		MELCHERS & CO.	Quick despatch.
HAVRE & HAMBURG via STRAITS, &c.	CHINA	Aus. str.	—		STANDARD OIL CO.	On 29th inst., P.M.
HAVRE & HAMBURG via STRAITS, &c.	TELEMACHUS	Brit. str.	1 m.		DODWELL & CO.	On 20th inst.
HAVRE & HAMBURG via STRAITS, &c.	STATOR	Brit. str.	—		STANDARD OIL CO.	On 24th Aug.
HAVRE & HAMBURG via STRAITS, &c.	AFRICAN PRINCE	Amer. str.	—		ARNHOLD, KARBERG & CO.	About 12th inst.
HAVRE & HAMBURG via STRAITS, &c.	KENNEBEC	Brit. str.	—		ARNHOLD, KARBERG & CO.	Agents.
HAVRE & HAMBURG via STRAITS, &c.	VERINA	Brit. str.	—		HONGKONG, 23rd June, 1905.	[1521]
HAVRE & HAMBURG via STRAITS, &c.	INDRAVADI	Brit. str.	—			
HAVRE & HAMBURG via STRAITS, &c.	ST. HUGO	Brit. str.	—			
HAVRE & HAMBURG via STRAITS, &c.	VALANDIA	Brit. str.	k. w.			
HAVRE & HAMBURG via STRAITS, &c.	EMPEROR OF JAPAN	Brit. str.	2 m.			
HAVRE & HAMBURG via STRAITS, &c.	ATHENIAN	Brit. str.	1 m.			
HAVRE & HAMBURG via STRAITS, &c.	PLEIADES	Brit. str.	—			
HAVRE & HAMBURG via STRAITS, &c.	KENEDUN	Brit. str.	1 m.			
HAVRE & HAMBURG via STRAITS, &c.	NEUMANTA	Brit. str.	—			
HAVRE & HAMBURG via STRAITS, &c.	AUSTRALIAN	Brit. str.	—			
HAVRE & HAMBURG via STRAITS, &c.	CHINGU	Brit. str.	1 m.			
HAVRE & HAMBURG via STRAITS, &c.	PEINZ WALDEMAR	Brit. str.	—			
HAVRE & HAMBURG via STRAITS, &c.	TAYUAN	Brit. str.	1 m.			
HAVRE & HAMBURG via STRAITS, &c.	HYPHEN	Brit. str.	—			
HAVRE & HAMBURG via STRAITS, &c.	WOSANG	Brit. str.	1 m.			
HAVRE & HAMBURG via STRAITS, &c.	SUCHING	Brit. str.	—			
HAVRE & HAMBURG via STRAITS, &c.	KWEGESAN	Brit. str.	—			
HAVRE & HAMBURG via STRAITS, &c.	TOXIN	Brit. str.	—			
HAVRE & HAMBURG via STRAITS, &c.	COSEMABEL	Brit. str.	—			
HAVRE & HAMBURG via STRAITS, &c.	SHANGHAI	Brit. str.	—			
HAVRE & HAMBURG via STRAITS, &c.	AMOY & FOOCHEW	Brit. str.	—			
HAVRE & HAMBURG via STRAITS, &c.	SWATOW	Brit. str.	2 h.			
HAVRE & HAMBURG via STRAITS, &c.	WEIHAIWEI, CHEFOO & TIENSIN	Brit. str.	1 m.			
HAVRE & HAMBURG via STRAITS, &c.	CHIBLI	Brit. str.	—			
HAVRE & HAMBURG via STRAITS, &c.	MANILA	Brit. str.	—			
HAVRE & HAMBURG via STRAITS, &c.	MANILA	Brit. str.	—			
HAVRE & HAMBURG via STRAITS, &c.	MANILA	Brit. str.	—			
HAVRE & HAMBURG via STRAITS, &c.	ILOCO	Brit. str.	—			
HAVRE & HAMBURG via STRAITS, &c.	CEBU & ILIO	Brit. str.	—			
HAVRE & HAMBURG via STRAITS, &c.	SINGAPORE	Brit. str.	—	</td		

OCEAN STEAMSHIP COMPANY. LTD.  
AND  
CHINA MUTUAL STEAM  
NAVIGATION CO. LTD.  
JOINT SERVICES.

TONIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA  
AND SUMATRA PORTS.

EUROPEAN SERVICE.  
OUTWARDS.

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL	"KEEMUN"	On 10th July.
GLASGOW and LIVERPOOL	"PATROCULUS"	On 14th July.
GLASGOW and LIVERPOOL	"PAKLING"	On 18th July.
GLASGOW and LIVERPOOL	"ACHILLES"	On 28th July.
GLASGOW and LIVERPOOL	"ANTENOR"	On 3rd August.
GLASGOW and LIVERPOOL	"MACHAON"	On 4th August.
GLASGOW and LIVERPOOL	"QUESTES"	On 5th August.
GLASGOW and LIVERPOOL	"ULYSSES"	On 9th August.
GLASGOW and LIVERPOOL	"OOPACK"	On 9th August.

HOMEBWARDS.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM and ANTWERP	"HYSON"	On 18th July.
GENOA, MARSEILLES and LIVERPOOL	"TELEMACHUS"	On 24th July.
LONDON, ARSTERDAM and ANTWERP	"AJAX"	On 1st August.
GENOA, MARSEILLES and LIVERPOOL	"IDOMENEUS"	On 15th August.
LONDON, AMSTERDAM and ANTWERP	"STENTOR"	On 20th August.
LONDON, AMSTERDAM and ANTWERP	"PAKLING"	On 28th August.

Taking cargo for Liverpool at London rates.

TRANS-PACIFIC SERVICE.

Operating in conjunction with

THE NORTHERN PACIFIC RAILROAD CO.

ND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.

EASTWARD.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, AND PACIFIC COAST PORTS, VIA NAGASAKI, KOBE & YOKOHAMA	"KEEMUN" "MACHAON"	On 17th July. On 7th August.

WESTWARD.

FROM	STEAMERS	TO SAIL
COMA, SEATTLE, VICTORIA, AND PACIFIC COAST	"TELEMACHUS"	On 15th July.

For Freight, apply to—

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 30th June, 1905.

CHINA NAVIGATION CO.  
LIMITED.

STEAMERS TO SAIL.

FOR	STEAMERS	TO SAIL
SHANGHAI	"SHAOHSING"	On 11th July.
ILIOU	"SUNGKUANG"	On 11th July.
MANILA	"TEAN"	On 11th July.
SWATOW, WEIHAIWEI, CHEFOO, AND TIENSIN	"CHIHLI"	On 13th July.
CHEFOO and NEWCHWANG	"HUEPEH"	On 13th July.
MANILA, ZAMBOANGA, POET DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNS, & VILLE, BRISBANE, SYDNEY, and MELBOURNE	"CHINGTU"	On 14th July.
GEPU and ILOILO	"KAIFONG"	On 14th July.
KOBE	"TAIWUAN"	On 16th July.

The attention of Passengers is directed to the superior accommodation offered by those steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

Taking cargo on through bills of lading to all Yangtze and Northern China Ports.

Taking cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 11th July, 1905.

[11]

PORLTAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG SHAWIAO INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR PORTLAND, OREGON

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP TONS CAPTAIN TO SAIL AT DAYLIGHT ON

STEAMSHIP	TONS	CAPTAIN	TO SAIL AT DAYLIGHT ON
"NUMANTIA"	4,370	Brehmer	July 16th, 1905.
"ARABIA"	4,483	Matsushita	August 6th, 1905.
"ARAGONIA"	5,198	Schuldt	August 26th, 1905.
"NICOMEDIA"	4,370	Wagner	September 16th, 1905.

Through Bills of Lading issued to Pacific Coast Points and Eastern Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 9th July, 1905.

[12]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, POR SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANTE, BLACK SEA AND BALTIQ PORTS ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION STEAMERS.

SAILING DATES.

1905

	WEDNESDAY	19th July
SACHSEN	... WEDNESDAY	2nd August
SCHARNHORST	... WEDNESDAY	16th August
PRINZ HEINRICH	... WEDNESDAY	30th August
PRINZ EITEL FRIEDRICH	... WEDNESDAY	13th September
PREUSSEN	... WEDNESDAY	27th September
ROON	... WEDNESDAY	11th October
BAKERN	... WEDNESDAY	25th October
GNEISENAU	... WEDNESDAY	28th November
PRINZESS ALICE	... WEDNESDAY	22nd November
SACHSEN	... WEDNESDAY	6th December
PRINZ REGENT LUFTOLD	... WEDNESDAY	20th December

ON WEDNESDAY, the 19th day of JULY, 1905, at NOON, the "Steamship 'Sachsen', Captain F. v. Lettau-Potseren, with MAIIS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 17th July. Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 18th July, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 18th July.

Contents of Packages are required.

No Parcel Receipt will be issued for less than \$2.50, and Parcels should not exceed Two feet cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardesses.

Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHEERS & CO., AGENTS.

Hongkong, th July, 1905.

5

INDO-CHINA STEAM NAVIGATION CO. LIMITED.

PROJECTED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

FOR STEAMERS TO SAIL.

SHANGHAI VIA SWATOW "KWONGSANG" Tuesday, 11th July, 3 P.M.

MANILA "LOONGSANG" Friday, 14th July, 4 P.M.

SINGAPORE, SOURABAYA and "HINSANG" Friday, 14th July, 3 P.M.

SAMARANG "WOSANG" Monday, 17th July, 3 P.M.

TIENTSIN "TARTAR" Tuesday, 18th July, 3 P.M.

SINGAPORE, PENANG & CALCUTTA "LAISANG" Friday, 17th July, Noon.

These steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking cargo on Through Bills of Lading to Chefoo, Tientsin and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., GENERAL MANAGERS. [18]

Hongkong, 11th July, 1905.

FURNITURE

C. LAZARUS & CO., CALCUTTA.

THE BEST OF NEW IDEAS

AND

THE FINEST REPRODUCTIONS FROM OLD MODELS.

C. LAZARUS & CO., CALCUTTA.

FOR TEXTILE FABRICS,

WALL-PAPERS,

CARPETS

AND

FLOOR-CLOTHS.

SEND FOR PRICE LISTS.

1475-4

VISITORS AT HOTELS.

HONGKONG HOTEL.

Mr. K. Alberts Mr. P. Lutterhainus

Mr. A. Baker Mr. J. Macdonald

Dr. T. A. Barryhill Mr. C. H. Mackay

Mr. B. J. Birbeck Mr. H. Mackay

Mr. S. Binney Mr. D. Macmillan

Mr. W. S. Bassell Mr. F. N. L. Morris

Mr. B. K. Blair Mr. P. L. Miller

## POST OFFICE NOTICES.

The Tonkin, with the French Mail of the 8th June, left Saigon on Saturday, the 8th inst., at 4 p.m., and may be expected here to-day. This packet brings replies to letters despatched from Hongkong on May 6th.

The Mongolia, with the American mail, left Shanghai on Saturday, the 8th inst., at 2 p.m., and may be expected here to-day.

The Coronet, with the English mail of the 19th June, left Singapore on Saturday, the 8th inst., at 11 a.m., and may be expected here on or about Thursday, the 13th inst., at 6 a.m. This packet brings replies to letters despatched from Hongkong on the 18th May, and the parcel mails closed in London for despatch by the all sea route on the 7th of June and for despatch overland on the 14th of June.

• Mails for CANTON, SANSHUI and WUCHOW are closed on week-days at 7:30 a.m. On Sunday the mail for Macao is closed at 8 a.m.

A mail for MACAO per s.s. Winchell is closed every week-day at 5 p.m.

Mails for NAMPAI, SANSHUI, KOMOON, K'UANGHUA, SAMSHUI, \*WUCHOW and \*CANTON are closed every weekday, at 5 p.m. On Sundays the mails are closed at 9 a.m.

\*No mails are despatched to these places on Saturday evenings, unless previously notified.

## MAILS WILL CLOSE

TO:	PER:	DATE:
Swatow, Amoy and Foochow.		
Hainan.	Tuesday, 11th, 9:00 A.M.	
Hongkong.	Tuesday, 11th, 10:00 A.M.	
Lighting.	Tuesday, 11th, 10:00 A.M.	
Timah.	Tuesday, 11th, 10:00 A.M.	
Europe, &c., India via Tuticorin.	Tuesday, 11th, 10:00 A.M.	
(Late Letters 11:00 to 11:30 A.M. Extra Postage 10 cents).		
Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.		
Macao.		
Shanghai.	Tuesday, 11th, 11:15 P.M.	
Manila.	Tuesday, 11th, 2:00 P.M.	
Hilo.	Tuesday, 11th, 3:00 P.M.	
Shanghai and Chingkiang.	Tuesday, 11th, 3:00 P.M.	
Singapore, Penang and Bomby.	Tuesday, 11th, 3:00 P.M.	
Port Darwin, Thursday Island, Cocktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth.	Tuesday, 11th, 3:00 P.M.	
Kesing, Moji, Kobe, Yokohama, Victoria, B.C. and Tacoma Wash.	Tuesday, 11th, 3:00 P.M.	
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA and VANCOUVER (B.C.).		
(Supplementary mail on board up to the time fixed for departure of the mail. Extra postage 10 cents.)		
Macao.		
Macao.		
Chefoo and Newchwang.		
Bangkok.		
Bangkok.		
Macao.		
Singapore, Sourabaya and Samarang.		
Manila.		
Cebu and Illes.		
Manila, Zamboanga, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth.		
Manila.		

## COMMERCIAL.

## CLOSING QUOTATIONS.

10th July.

ON LONDON.—	Telegraphic Transfer	1.10/-
Bank Bills, on demand	1.10/-	
Bank Bills, at 30 days' sight	1.10/-	
Bank Bills, at 4 months' sight	1.10/-	
Credits, at 4 months' sight	1.10/-	
Documentary Bills, 4 months' sight/11/11		

## ON PARIS.—

Bank Bills, on demand 23/-

Credits, at 4 months' sight 24/-

ON GERMANY.—

On demand 193

ON NEW YORK.—

Bank Bills, on demand 45/-

Credits 60 days' sight 46/-

ON FRANCE.—

Telegraphic Transfer 140/-

Bank, on demand 140/-

ON CALCUTTA.—

Telegraphic Transfer 140/-

Bank, on demand 140/-

ON SHANGHAI.—

Bank, at sight 71

Private, 30 days' sight 72

ON YOKOHAMA.—

On demand 92/-

ON MANILA.—

On demand—Posos 92/-

ON SINGAPORE.—

On demand 6 p.c.p.m.

ON BATAVIA.—

On demand 113

ON HAFNIA.—

On demand 114 p.m.

ON SAIGON.—

On demand 1 p.c.p.m.

ON HANOI.—

On demand 62

OVERSEAS BANK'S Buying Rate 10.50

GOLD LEAP, 100 fine, per tael 55.70

GAR SILVER, per oz. 27.14

## OPIUM.

10th July.

Quotations are— ALLOWED net, to 1 cutty.

Malwa New \$1200 to — per picul.

Malwa Old \$1280 to —

Malwa Older \$1340 to —

Malwa V. Old \$1400 to —

Persian Indigo 1930

Persian extra fine \$120 to —

Latte New \$1120 to — percentual.

Patna Old \$8

Bengal Old \$1075 to —

Bengal Gold \$8

Bengal Silver \$1075 to —

Bengal Copper \$1075 to —

Bengal Zinc \$1075 to —

Bengal Lead \$1075 to —

Bengal Tin \$1075 to —

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